

## CANANEA TEAM IS SOMEWHAT STRONGER

Boys of the Team Do Not Expect to Finish at the Bottom, Anyhow.

(By W. P. Stuart.)

Cananea, Sonora, Mexico, May 28.—To a man up a mesquite tree it may look as if the occupants of this corner of the Cananea pasture have lost all interest in the search for the gate opening to the trail that leads out to the hilltop, where the pennant ripples and away from hand to hand, but there are no faint hearted fans here.

Cananea has lost five out of the last six games, a reversal of form that would have disrupted some other teams that need not be named, yet the boys in black and gold have neither been knocked or discouraged. True, another first player will be here within 10 days—he had been secured before the defeats that Bisbee craves over, and Larry Harold will be fit for the game within a week, but the pitching staff will not be changed.

No use to say anything about the qualifications of Cananea's favorite—Max Reardon; and Little Willie, too, will not be told to go away. But the big fellows, Anderson and Thomas, whose arms are slowly rounding into condition, are due to shatter the hopes of

any a batsman before the summer days have passed. Last Sunday Anderson allowed three hits, walked one Bisbeeite and fanned eight in four and one-third innings. Thomas gave four hits in the remainder of the game and whiffed six, but he issued three passes in the ninth which left the Maroons with the game.

Bob Whaling, easily the best fielding first baseman in the Texas league last season, is playing the bag as he did it then. Bob also hit for 51 bases down there, being seventh from the top. Bert Whaling has not had a passed ball yet, and will not have with men on bases. He made the Portland and Seattle teams through his catching alone, for Bert is not a Hans Wagner with the willow.

Frank Hodges has just developed into his normal form. He's the best all around outfielder in the league, possibly excepting Kelly of Bisbee. Bill Gouldman, Cananea's surest infielder, is beginning for a berth in the outfield. He played in the garden for Vernon and Salt Lake City before coming here last season. Richhardt has played a brilliant game at short, but hasn't connected with the apple as often as he will later on.

Spider Adams is a wise old owl at second and cannot be improved upon. In fact, the present infield is as good as Cananea can hope to have. Guy and Tom Whaling can field their positions splendidly in the outfield, and are dangerous batters, but their throwing arms

are weak. Gamble has a strong throwing arm, can hit up to requirements; yet he needs more experience in the gardens to make him sure of all that come his way.

It would not be bad advice to tell the other teams not to understate the local team, for they are going to the top again, and the undiscovered fans are loaded up with that unstarred enthusiasm and loyalty that keeps a team anxious to win.

Gilroy, a southpaw, who pitched for Memphis early last season and finished up with the New England league, is in Guaymas and seeks a place with the locals. He played in the outfield for Socorro in the El Paso tournament last year.

When El Paso's man Gray, showed up in Cananea he was no stranger to any means. He played against the local team in six games, three here and three in Globe. Gray got one home run during the series, and Ducky Gowan, who was also with him, got two. One of Ducky's was hit while Chick Arnold Gandil was pitching a hopeless game for Cananea, and didn't really count, though Ducky talks about it yet.

The Seattle club threatens to outlaw Anderson if he does not report actually saying they will have a sweet time ostracizing a "sore armed" pitcher. Then Shreveport and Davenport have each suspended Raine Thomas.

Bisbee is crowing so loudly that one would think Chanticleer is on the billboards. There is an old adage that

says he who laughs last, laughs best, etc.

Funny about the umpires. Two weeks ago Bisbee wanted Mackey canned; now they say Goyhenex won't do. It's his size now. Little Jack Brennan in the big show is a sledge, but they play ball up there instead of chewing the rag like a lot of children. Pretty soon all little fellows like Gowan, who are too small to assault an umpire, will be released. An umpire gets protection in Cananea from the crowd and players, and you never hear any waste coming from here as to the defects of the man who is supposed to be perfect in every way.

Bisbee never exactly acknowledged that the root of the trouble lay in the diamond on that regrettable day, but she has put up a fence so that it can never occur again.

## STANLEY KETCHEL DEFEATS W. LEWIS

New York City, May 28.—In the second round of a scheduled 10 round go here last night, Stanley Ketchel, midweight champion, knocked out Willie Lewis, the Parisian idol. Lewis is a veteran in the ring, having fought 100 fights, and has a record of 100 wins and 10 losses. Ketchel, who is 25 years old, is a native of Kentucky and has a record of 100 wins and 10 losses. The fight was refereed by the National Sporting Club.

Lewis went right at his man in the

opening round without showing any sign of fear. They exchanged body blows at close quarters with Ketchel having the better of the exchanges. Lewis stepped cleverly inside of a vicious right swing and planted a straight left on Stanley's face a moment later. After another season of infighting, Ketchel sent a left to the face and the going ended the round.

Lewis was very confident when he stepped into the center of the ring in the second round. He went after Ketchel furiously, but the fast pace excited Ketchel, who, after several exchanges, planted a hard left on Lewis's body and followed it with a terrific right swing to the jaw. Lewis fell hard to the floor and was counted out.

## EXCELSIOR MOTORCYCLES

Make good long after price is forgotten.

## TULAROSA PERSONAL NEWS

Tularosa, N. M., May 28.—Mr. and Mrs. J. H. Bransden, of Bent, visited here. Cuba Clayton was in Mesalero. Beulah Rogers, of Bent, is visiting friends and relatives.

## EXCELSIOR MOTORCYCLES

Make good long after price is forgotten.

## Dope On Texas League Games

Friday's Games Special by Wire to The Herald

## TEN INNING GAME.

San Antonio, Texas, May 28.—San Antonio defeated Waco in the tenth inning Friday by a score of 4 to 3, when Alexander slammed a hot one against the fence, scoring Ables. The locals scored two runs in the first, but in the fifth Ables weakened and Waco scored three runs. The score was tied by the locals in the eighth and was won in the tenth. Loubell out-pitched Ables.

## SOME DANDY PITCHING.

Dallas, Tex., May 28.—Burke pitched the Dallas batters dizzy Friday. Jackson was the only local man who could find the pill. Dallas retired in the ninth with bases full. It was then that Burke showed his superiority.

## 13 INNINGS ON FRIDAY.

Galveston, Tex., May 28.—Houston defeated Galveston Friday in the 13th inning in a hard fought game. Two costly errors by Hise in the fifth permitted Houston to tie the score. Neither side tallied again until the 13th, when Jerry Kane on a single brought in Newnam.

## NO GAME.

Ft. Worth, Tex., May 28.—Shreveport game off; Shreveport has to catch train.

was a patient, by slashing his throat with a razor. He had been afflicted with rheumatism for almost ten years and during the last two years was in country charge. He left a note to the superintendent of the hospital telling him to send any money coming to him to his sister, Mrs. Lea Fort, in Oklahoma.

## RESULTS SURPRISING.

You'll be surprised at the results you will get from a small want, rent or for sale ad in The Herald. Will not try a Herald want ad.

## What Benjamin SAYS



Hitting and running are all right, but brains are as necessary as strength in ball playing.

## BOWLING.

It's rather warm for bowling, but they're still bowling. Lehman's team laid it over Campbell's team by a 146 pin margin on Washington park alleys last night. Campbell made high total at 558 and high game at 202, but it did no good. Scores follow:

Lehman's team—1st	2nd	3rd	Totals	
Lehman, . . . . .	164	124	288	
Critchett, . . . . .	127	140	267	
Sukerman, . . . . .	191	154	345	
White, . . . . .	178	146	324	
Houck, . . . . .	143	182	325	
Totals, . . . . .	803	806	1609	
Campbell's team—	1st	2nd	3rd	Totals
Ford, . . . . .	142	139	165	377
Weaver, . . . . .	124	136	172	332
Campbell, . . . . .	209	166	189	564
Chase, . . . . .	152	152	184	488
Suggs, . . . . .	161	162	152	475
Totals, . . . . .	792	755	803	2350

There will be play for two gold medals on the Y. M. C. A. alleys Saturday night. A visiting New York man, named Brn, will contest with Foster against Sukerman and Lehman.

## We Treat You 30 Days FREE



Blood Poison can never be cured with mercury or potash. You might as well know this first as last. Medical authorities say so. The most these drugs can do is to drive the blood poison back into the system and another it for several years. Then when you think you are cured, piling more symptoms will break out, and you find that your bones have been rotting all the while. Your teeth will begin to loosen and your tissues, glands, brain and vital organs will show the terrible destructive power of the mercury and potash. Leucoderma, Indurated, Inflammation and Premature Death are then almost inevitable. Any medical authority will corroborate these statements. The remarkable vegetable Obba Treatment does not drive in the

**Blood Poison**  
but drives it out. It positively contains no mineral poisons whatever, so that once cured by the Obba Treatment you never run the serious risk of having your bones rotting, your nerves collapsing, your teeth fall out, your kidneys degenerate or your brain weaken. The Obba Treatment is a natural, producing remarkable changes in only 30 days. This is why we offer to any blood poison victim living, no matter how bad a case, a 30-Day Treatment FREE.

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This is a square deal. You sign nothing, no note, make us no promises, except to take the treatment.

The wonderful Wasserman Test, the only blood test known to scientists, proves that the body is completely purified by the Obba Treatment, and that mercury and potash do not cure blood poison. Write to us for a full history of your case in detail. We will treat your letter as a sacred confidence. Confidential and advice will be sent you also the remarkable book, "Driving Out Blood Poison" free.

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## FRANK G. CARPENTER'S LETTER.

## EAST INDIAN RAILWAYS

THE AGITATORS CLAIM THEY ARE ROBBING THE PEOPLE AND SHOULD HAVE NATIVE CONTROL.

The Hindoo's Greatest Civilizer—Government Ownership Which Pays—India's Big Railway System. Two Hundred Million Passengers at One-Half Cent Per Mile—Low Fares Pay the Bill—Queer Features of Travel—India's Forty Thieves—With the Women Passengers—The Ants Eat the Ties—Railway Work and Wages.

(Copyright, 1910, by Frank G. Carpenter.)

CALCUTTA, India, May 20.—The railways of India are the strongest link in the chain which binds it to Great Britain, and at the same time one of the factors in the unrest which is tearing the countries apart. I have just returned from a call upon Mr. Robertson, the viceroy's secretary of commerce and industry, under which department the railways are managed. Said he:

"One of the striking features of this unrest just now is an anti-railroad crusade carried on by the extremists among the revolutionary agitators. They claim that the roads are built with British money for robbing the natives. They say that the dividends and interest go out of India, and that the railways are a bad thing for the people, not only in a money way, but on the ground of religion. They are using this argument to excite the masses, who can be stirred up only by attacking their religion and imperiling their caste. The extremists say that the railways are breaking down caste distinctions, that eternal damnation is sure to follow. They advise the people not to patronize them and say they should be given over to the native leaders, who could regulate the traffic to suit their faith."

India's Greatest Civilizer.

"But are the extremists not right in saying that the railways are affecting caste prejudices?" I asked.

"Yes," replied the secretary. "They are bringing the people of India together, and, for a time, at least, putting all castes on the same level. When we first began to build railways the natives demanded that special cars be furnished for certain castes. The Hindoos and Mohammedans would not sit down together, and the Brahmins demanded to flock by themselves. After a time they found that they could not get the cars and they then tacitly decided that caste must be abolished while on the railroad trains. So the natives have apparently dropped such prejudices when he enters the cars, although he assumes them more rigidly when he leaves. You cannot imagine what this means until you have lived a long time in India and know something of the people. Our railway trains are about the most crowded of the world, and the different castes are all jammed in together. The travel steadily increases, and that especially at certain seasons of the year. The people are using the trains to go to shrines and our pilgrimage traffic is enormous. It used to take weeks and months for the average pilgrim to go to Benares or some other distant sacred locality. The man now finds he can get there by rail in hours or days. We enter the train at Calcutta, and the car is full of people of all castes. They have on the whole the lowest passenger fares of the world. The average rate for all passengers is about two-fifths of a cent per mile, and the third class fares are below that. Still it is from the lowest fares that we pay our dividends."

## Government Ownership.

During my talk with Mr. Robertson I learned something of the plan of the government to take over the railways. A large number of the lines have been built and controlled by the state, but others are constructed by private parties and are operated by companies with government guarantees or subsidies. The government has now taken possession of all the lines, and is paying for them by a series of instalments which are to run about 40 years. The selling price has been fixed at the estimated values of the roads, to which the interest for 40 years has been added. This amount has been divided up into annual payments for which notes have been given. The notes have a market value, and are bought and sold on the exchange. Mr. Robertson tells me that the railways ought to pay at least 5 percent per annum. During certain years they have paid almost 6 and their receipts are steadily increasing.

The railways are managed by a railway board subordinate to the government of India and represented in the viceroy's cabinet by the secretary of commerce and industry. This board controls all railway matters. It lays out new lines and builds them. It settles disputes as to transportation, and regulates the prices and the traffic. It is now considering the standardizing of the gages of the different roads. When

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The first tracks were constructed the gage was the broadest of the world. It was five and one-half feet for the principal lines, with narrower gages for secondary lines. It is now found that it is difficult and expensive to move the traffic over the roads of different gages, and a standard gage will be adopted.

## India's Big Railway System.

The British have a right to be proud of their Indian railways. The mileage of the Indian lines now exceeds that of any country in Asia, and is surpassed by only four other countries of the world. It amounts to more than 35,000 miles, and it is growing rapidly. In the past 20 years, India has comparatively far more railways than Russia. It has one mile to every 60 square miles of country and to every 10,000 people. Russia has only one mile to every 230 square miles and to every 350 people.

The railways here are well built and economically managed. Two-thirds of the lines have been constructed by the government and of the balance more than 3500 miles were built by the natives. I do not know the exact cost of construction per mile, but altogether the roads have cost more than \$1,200,000,000, which is low in comparison with those of the United States.

Most of the Indian railways are paying dividends. Their gross earnings are fast approximating \$200,000,000 a year, and the traffic is steadily increasing, both as to passengers and freight.

The passengers annually carried number more than 200,000,000, and the freight amounts to something like \$2,000,000,000. These figures are small in comparison with those of our railways, but it must be remembered that we have more than seven times the mileage of India and that our capitalization is more than 12 times the cost of the Indian roads. Our railway mileage approximates 300,000, our capital is over \$1,600,000,000 and our net railroad earnings are more than \$500,000,000 per annum.

## At the Stations.

But come with me and take a railroad trip across India. We shall start at Calcutta and go by the East Indian route. We drive in a gharry, a closed box upon wheels, hauled by lean horses and driven by a Hindoo in turban and gown to the station.

The express goes at night and it is 9 p. m. when we reach there. The depot is a large building covering a block, with long waiting rooms extending out from the train. The floors are of stone and they are covered with natives. Men and women are sitting and lying about. Here they sprawl out at full length on the flag and there squat in groups against the railing between the waiting rooms and the train shed. All are wrapped in white sheets, and as they see me take notes they pull these up around their faces to shield them from the gaze of the heathen foreigners. Some have covered their heads and lie asleep on the sand.

Notice this woman near me. She lies on the floor with her head on a bag, so covered that only her face can be seen. As I look a black Hindoo in dirty white cotton lies down beside her. He is her husband. He places his head on the bag and is soon fast asleep. There the "song rings": A train is called and the third class passengers push their way through. Some carry luggage upon their heads. Others have bags and bundles on shoulders and all wear turbans. The women are covering their heads. Their bodies are half wrapped in white sheets, and their thin legs are naked.

The poor benighted Hindoo. He does the best he can do. He is outcast from first to last. For pants he makes his skin do.

Mixed with this motley crowd are Mohammedans in gowns, parasses with hats like inverted coal scuttles, native and British soldiers, and the servants of civil officials in livery. It is one of the strangest crowds to be found anywhere, and the white clothing so predominant that in this light it seems ghostlike and ghastly.

## Indian Valets.

We sit down a moment in the station while our servants buy the tickets, check the baggage and secure our seats in the train. In India everybody who is anybody travels with a servant. In fact it is almost impossible for an Englishman or American to get along without one, and in figuring up your railway fares you must add to the

fare of the class by which you travel a third class fare for your servant. This servant speaks English. He acts as your interpreter, sees to the hiring and paying of your cab, and waits upon you at the hotels. In fact, you will get nothing to eat if you have no servant. Your bed is not made, your boots are not blacked, and you may clap your hands and ring and ring without getting an answer. If you have a servant, he sleeps on the stone floor outside your door and fights with the other servants to get the best for you. If you do not watch him he will cheat you right and left and always gets a commission of 10 percent upon all that you buy.

India's Forty Thieves.

The most of these servants are thieves. They make me think of the gang which Ali Baba robbed. I know they robbed me. I have already had my money in my purse during this present trip to India. The first almost froze to death at Darjeeling. He had not enough muscle to get what I wanted and after I discharged him I found some woolen trousers in my trunk and a black turban with a turban as big as a peck measure. He was partially clad in European dress and I got rid of him because my palamas and stockings were full of holes. These are the kind of little trouble as to a gold sovereign which I lost and which he at once picked out of the outside pocket of my overcoat. I now have a tall, fine looking Aryan with a swarthy complexion, an Englishman, and a height of six feet. He wears a costly turban and a long gown belted in at the waist. I pay him 33 cents a day, but of course he has his commission.

He goes in advance through the gates, and when we reach the cars we find that the best seats are covered with our pillows and bedding. Every one carries his own sleeping conveyance while traveling. The servants have leather covered benches, and the passengers make their own beds. As a rule the women have cars to themselves, so that the men can address and put on their palamas as they will come. In the morning the servants roll up the comforts and rugs and pack them away under the seat or on the racks overhead.

## On the Trains.

The Indian cars are comfortable enough when not crowded. At other times they are abominable. They are made on the English plan, about two-thirds the length of our cars and little like ours. Each car is divided into compartments which look like long boxes than anything else. The passengers sit on leather cushions facing each other, with glass windows of the car there, are leather covered on others. Within the past year the railway board has taken up the question of adopting new cars and the Central India road has now coaches somewhat like ours. Its cars have corridors running along one side of the car from end to end. Into the corridors open two berth compartments which are fitted with electric fans, electric lights and bells. There are servants' compartments connected with the cars. At each end of the coach is a bathroom with a big tub sunk in the floor, and one can have a wash while he goes flying over the country at 25 miles an hour.

I say 25 miles. That is rather fast for India. Many of the trains do not make 20 miles and some not over 15 per hour, while a fast express now and then covers 30 or so. Everything here is run after order, method and discipline means that tomorrow or the day after will do as well as today.

## The Animal Rates.

It is interesting to watch the traffic on the Indian trains. You will and then pass a freight car filled with camels. You may see tigers in cages or baby elephants and carloads of ponies. There are stock trains filled with the sacred humped cattle and on passenger trains special arrangements for dogs. The dog rate is 12 cents for every 50 miles of travel. No dogs can be taken into the cars except with the consent of the passengers and then only on double fare for the dog. Horses are carried at 6 cents a mile when they go by freight train, and return tickets are issued for polo ponies at 18 cents per mile the round trip. Two attendants being carried free with every carload. Calves, sheep and pigs are carried at 12 cents per mile. Small deer cost the same. Wild animals in cages are charged 12 cents per mile per truck, and camels are at the same rate per carload, but only four can be put in a car. Full grown elephants are transported by special agreement, and elephant calves not more than four and one-half feet high are charged 6 cents per mile.

## Passenger Traffic.

In traveling over India I have found the cars universally well filled. Every train has its first, second and third classes. The first is made up of British officials, Americans and well-to-do Englishmen, with now and then a rajah or some high native official. The second has the poorer classes of the British, army officers of second rank, with now and then a soldier or so, and perhaps well-to-do natives, and the third class carries the masses of the people, and as I have already said, it brings the profits. It constitutes two-thirds of the traffic, the rate being consider-

ably less than one-half cent per mile. During the past year more than two hundred million passengers were carried at that rate, and the traffic is increasing greatly from year to year.

As to the women passengers, those of the first and second class have cars especially for them. A Hindoo lady dare not show her face without losing caste, and no Mohammedan woman goes about without her head veiled. The ordinary compartment for such people has windows of hinged glass, which permit the women to look out, but through which the men cannot see in. The women come to the depots in closed chairs or palanquins. The pull their shawls over their faces as they walk through the stations, and at the same time may leave their ankles and calves entirely bare. The ankles often have rings of silver and gold on them, and the slippers below may be of gold thread. In some of the compartments the windows are so fixed that the women cannot see out, and upon one train which took me up the Himalaya mountains we had a car covered with canvas as thick as the tent of a circus. This was filled with Hindoo ladies going up to Darjeeling. They were riding through the finest scenery of the world, but for all that they might as well have been tied up in leather bags and sent on as mail.

## The Ants Eat the Ties.

One of the greatest enemies of the railroad in India is the white ant. This insect eats the ties, the telegraph poles and everything it touches. It chews up the posts at the stations, and if a pile of timber is left unprotected it will soon be carried away or so hollowed out that it drops to pieces on touching. I have traveled thousands of miles over the Indian rails, and have seen many telegraph poles and ties that have been gnawed by these ants. The most common pole is a tube three or four inches in diameter, and about ten feet in height. This has iron brackets with glass insulators, to which the wires are fastened. In other places the poles are made of iron rails, like those used for the road, two of such rails being fastened together by iron bars a foot wide. In some of the stations the fences are of iron rails, and now and then one sees fences of stone posts with barbed wire attached.

## Railway Employees.

The general idea at home is that the British hold all the offices of East India. This is not so. Many good places are in the hands of the natives, although the most important ones still go to the British. There are altogether more than a half million Hindoos and other East Indians employed on the railways. They are the laborers who build the roads, and at the same time many of them have important positions in connection with the traffic. There are Indian station agents and Indian brakemen, with now and then an Indian engineer. Not a few of the conductors are natives, and nearly all the telegraph clerks are Hindoos or other East Indians, who have graduated in the government schools. Altogether there are about 1,000,000 Europeans and 10,000 Eurasians employed. The engineers receive good wages, the best of them getting \$1500 per annum. Other officials are on the whole poorly paid, and the laborers work for a few cents a day. The employees on the roads have a much worse time than those who do similar work in our country. The heat is terrible, and it is not uncommon for engineers to die of apoplexy while handling a train.

Frank G. Carpenter.

## PLANS FOR VALLEY EXHIBIT AT CHICAGO

At the regular meeting of the directors of the chamber of commerce Friday evening, a movement was started to get concerted action from the people of the Rio Grande valley relative to installing an exhibit of valley products at the United States Land and Irrigation congress to be held in Chicago next November. To this end, C. A. Kinne, secretary of the chamber of commerce, and W. S. Clayton, member of the board of directors, will make a trip to Las Cruces to lay the matter before the business men of that city, and George LeBaron will accompany the secretary to Deming on a similar mission. The exhibitors will also endeavor to have these office place exhibits in the local chamber of commerce.

## BONDS FOR GLOBE SCHOOL BUILDING

Globe, Ariz., May 28.—The board of trustees has decided to call an election for a \$25,000 bond issue to build a new high school. The city has grown so rapidly and the number of children has increased so much that there is not half enough room for those who desire to take a high school course nor the proper facilities for the same.

## PIONEER PROSPECTOR ENDS

LIFE WITH RAZOR & GLOBE.

Globe, Ariz., May 28.—N. C. Hinds, a pioneer prospector, committed suicide near the county hospital, in which he

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